

SAILING DIRECTIONS CORRECTIONS

PUB 180 **2 Ed 1997** **LAST NM 7/01**

Page 65—Lines 32 to 45/L; read:

New Year's Day (January 1)
Mandy Thursday (varies)
Good Friday (varies)
Easter Saturday (varies)
Easter Monday (varies)
First Day of Summer (1st Thursday in April)
International Labor Day (May 1)
Ascension Day (varies)
Whit Monday (varies)
Independence Day (June 17)
Icelandic Bank Holiday (1st Monday in August)
Christmas Eve (half day on December 24)
Christmas Day (December 25)
Boxing Day (December 26)
New Year's Eve (half day on December 31)

(PUBS 004/2001)

9/01

Page 73—Lines 17 to 33/L; read:

Skagerrak.

The climate along the S coast of Norway, because of the influence of the North Atlantic Current, has very mild weather for such high latitudes and the harbors are ice free.

The terrain is glaciated in character, being of mostly high plateaus and rugged mountains over fertile valleys. The coastline is deeply indented by fjords.

Buoyage System

The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Mariners are cautioned that few buoys in Norwegian waters carry the topmark as prescribed for the IALA Buoyage System (Region A).

Mariners are cautioned that few buoys will carry the topmark as prescribed for IALA buoyage. Fixed marks placed on the coast close to the fairway consist of beacons, perches, iron pillars, and wood or stone structures.

They are usually fitted with arms indicating the fairway, or when a vessel may pass on either side, with two arms, one on each side.

Iron perches and posts may, for the sake of increased visibility, be furnished with topmarks. Marks exposed to the sea carry neither arms nor topmarks.

Due to the large number of fixed marks, mariners are warned that at any one time some of them will be damaged. In particular, iron beacons may become twisted and their arms point in the wrong direction. Defects, or any need for inspection which may be observed when passing, should be reported.

In channels where ice is expected, topmarks are removed in autumn and replaced in the spring. Buoyage is removed for the winter in channels prone to freezing.

Floating marks are removed for the winter in channels where seasonal freeze always takes place. Mariners are advised to give a wide berth to these floating aids (buoys and

spars) due to continued damage caused by vessels and ice conditions, and any irregularity discovered relating to the lights and buoyage system should be reported to:

National Coordinator of Navigational Aids

Tel: 22 422331

Telex: 76550 NAVCO N (24 hours)

Telefax: 22 410491 (24 hours)

Bridge Markings.—Many bridges may be lighted in accordance with the IALA markings for fixed bridges over navigational waters. The prescribed navigational markings are, as follows:

1. Red and green lights mark the lateral limits of the bridge.
2. White lights indicate the center of the bridge span.
3. Floodlights illuminate the bridge pillars in or adjacent to the channel.
4. A racon indicates the best transit under the bridge.

Oceanographic instruments may be moored off the coast of Norway and are usually marked, although they may not be charted. Mariners are requested to give floating aids as wide a berth as possible.

(Nor SD Vol. 1)

9/01

Page 73—Line 2/R; insert after:

Submarine Operating Areas
(NIMA)

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9/01

Page 76—Lines 1 to 58/R; read:

Pilotage

New regulations came into force on 1st May 1995, for compulsory pilotage, Pilot Exemption Certificates (PECs), and pilotage dues.

The regulations apply, with minor exemptions, to all coastal waters within the baseline. The baseline consists of a straight line drawn from one outermost point to the next along the entire Norwegian coast.

State Pilotage is controlled by the Ministry of Fisheries. Although pilotage is a function of State Pilots (Statslos), certain vessels are allowed to use company employed "line" pilots (rutelos).

The Norwegian coast is divided into five pilotage districts, which are best seen on the accompanying graphic.

Pilotage procedures are, as follows:

1. Pilotage is compulsory for the following:
 - a. Vessels over 500 grt, as stated in the vessel's international certificate of registered tonnage pursuant to the 1969 International Convention on Tonnage Measurement. Where a vessel is pushing or towing another, the sum of the tonnages shall apply.
 - b. Vessels pushing or towing one or more objects exceeding a total length of 50m.
 - c. Vessels, irrespective of size, carrying particularly hazardous and/or polluting bulk cargo.
 - d. Vessels over 100 grt, with a single bottom, and vessels exceeding 300 grt, with a double bottom, that are carrying hazardous and/or polluting cargo.
 - e. Nuclear-powered vessels.
 - f. Vessels with a maximum length of 24m or more, not holding a valid international certificate of registered

tonnage pursuant to the 1969 Convention on Tonnage Measurement.

2. Vessels should send requests for pilots 24 hours, 5 hours, and 2 hours in advance to the appropriate Sea Pilot Station or Pilot Booking Center through the nearest Norwegian Coast Radio Station (CRS) by telephone, fax, or telex. Requests should include:

- a. Vessel name.
- b. Call sign.
- c. Nationality.
- d. LOA, beam, and grt.
- e. Draft.
- f. Nature of cargo.
- g. Destination.
- h. Purpose of call.
- i. ETA at pilot boarding area, or ETD from harbor.
- j. Whether one or two pilots are required.
- k. Vessel's IMO number (if any).
- l. Crew and passengers (Master's name and nationality, size of crew, etc.).
- m. Cargo and bunker fuel (UN number and quantity of hazardous or polluting cargo, type and quantity of bunker fuel, etc.).
- n. Details of passage.
- o. Details related to pilotage requests and pilotage exemption certificates (PECs).
- p. Agent or Operator (the Norwegian contact).
- q. Shipping company (name and address).

3. Duty pilots are located at all pilot offices and undertake outward pilotage, through (transit) pilotage, and coastal pilotage.

4. Inquiries about compulsory pilotage, pilotage exemption certificates (PEC), pilotage service dues, and transitional arrangements should be sent to the following Pilot Booking Centers:

Booking Center	Pilot Station
Oslofjorden	Hvasser (59°05'N., 10°27'E.)
Grenland	Brevik (59°02'N., 9°42'E.)
Agder	Kristiansand (58°09'N., 8°00'E.)
	Sokndal (58°19'N., 6°17'E.)
Rogaland	Kvitsoy (59°04'N., 5°24'E.)
Vestlandet	Kvitsoy (59°04'N., 5°24'E.)
	Fedje (60°47'N., 4°43'E.)
More og Trondelag	Kristiansund (63°07'N., 7°44'E.)
Nordland	Lodingen (68°25'N., 16°00'E.)
Troms og Finnmark	Lodingen (68°25'N., 16°00'E.)

5. Indreleia (Internal Waters Pilotage).—Pilots may be obtained at Kopervik, Korsfjorden, Rundoy, Asvaer, Lodingen, Andenes (pilot from Lodingen), Fugloy (pilot from Tromsø), and Honningsvåg.

Vessels should send requests for pilots 24 hours in advance to the appropriate pilot station stating the following:

- a. ETA.
- b. Draft.
- c. GRT.
- d. Destination.
- e. How far pilotage is required.

6. Pilots may be contacted on VHF channel 16 or 2182 kHz.

7. Between June 15 and August 20, a pleasure craft escort service is available and can be arranged through the Lifeboat Service by telephone or VHF. Emergency situations and assistance to distressed vessels can affect the lifeboats ability to meet its escort service commitments. Thick fog and bad weather can also be a hindrance. For information on the escort service, weather conditions, requests for assistance, contact the Lifeboat Service on VHF channel 16.

(Nor SD, Vol. 1; BA NP 286(5), 2000-2001 ed.) 9/01

Page 78—Line 1/L to Page 79—Line 27/L; strike out.

(NIMA) 9/01

Page 79—Line 38/R; insert after:

Submarine Operating Areas

Norwegian submarines may be met underway on the surface, at night, in channels within the skerries. At night, they show an amber quick flashing light showing about 90 flashes every minute.

Submarines which are entirely submerged or showing only their periscopes are required to keep clear of all surface vessels. Surface vessels must keep a sharp lookout, and exercise caution.

(NIMA) 9/01

Page 80—Lines 46 to 47/R; read:

The U.S. Embassy is situated at Drammensveien 18, 0244 Oslo. The mailing address is PSC 69, Box 1000, APO AE 09707.

(NIMA) 9/01

Page 80—Line 49/R to Page 81—Line 28/L; strike out.

(NIMA) 9/01

Page 81—Line 41/R to Page 82—Line 18/R; read:

Entry Regulations

(NIMA) 9/01